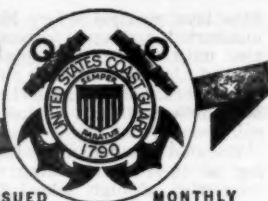


COAST GUARD BULLETIN



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ICEBREAKER LAUNCHED AT TOLEDO; TO BE USED ON GREAT LAKES

The ice-breaking cutter *Mackinaw*, designed to meet conditions on the Great Lakes, was launched at the yard of the Toledo Shipbuilding Co., Toledo, Ohio, on March 4. Mrs. Russell R. Waesche, the wife of the Commandant of the Coast Guard, acted as sponsor at the launching ceremonies which were attended by high officials of the maritime interests in the Great Lakes area, civic authorities, and high-ranking officers of the Coast Guard and the other military services.

Efforts will be made to complete the new heavy-duty ice-breaking cutter, a contract for the construction of which was awarded in July 1942, so that it can assist in keeping the channels open to Great Lakes shipping as late as possible this coming winter. The cutter will be an important addition to the ice-breaking fleet, since it was specially designed after a careful analysis of the results obtained by other vessels in breaking ice in the fresh water and low temperatures of the Great Lakes region.

The new ice-breaker has a length overall of 290 feet, a beam of 70 feet, and a displacement of 5,000 tons. The three propellers, located one forward and two aft, will be turned by engines developing 10,000 horsepower.

The cutter represents a long step forward in the Coast Guard's efforts to lengthen the season of navigation on the Great Lakes. The beam of 70 feet which the vessel will have is greater than that of any vessel in normal service upon the Lakes, and it will enable the ice-breaker to clear a channel sufficiently wide for even the largest ships to pass through without subjecting them to the damaging effects of solid ice coming in contact with their side plating.

The cutter will also be equipped for the normal rescue and assistance activi-

ties of the Coast Guard. With a cruising range of 6,000 miles, it will be a most useful vessel upon the Lakes.

ACADEMY PREPARATORY SCHOOL TO BE CONTINUED FOR ANOTHER YEAR

In order to give enlisted personnel of the Coast Guard an opportunity to prepare for the annual competitive examinations for appointments to the regular 3-year course at the Coast Guard Academy, the preparatory course at the Groton Training Station will be continued for another year. Enlisted personnel of any rate of the U. S. Coast Guard and U. S. Coast Guard Reserve on active duty, who meet the necessary requirements, may apply to their commanding officers for assignment to the school.

The Coast Guard Academy Preparatory School was established in the summer of 1943, and the first class of 200 men began their studies at Groton, Conn., on September 15, 1943. They will complete the course in May 1944, in time to compete in the Nation-wide competition for academy appointments.

Accepted applicants for the new class will be ordered to report for the training during the third week in August and the class will be convened on September 19. Physical examinations, aptitude tests, and indoctrination will be given during the intervening time. The training course will consist of those subjects which are contained in the competitive examinations. Among these are algebra, geometry, trigonometry, physics, chemistry, and English. Successful completion of the course in itself will not guarantee admission to the academy, this being dependent upon success in the competitive examination.

To be eligible to attend the preparatory school, enlisted men must be: On active duty; citizens of the United States; between the ages of 17 and 21, provided their 22d birthday will not

¹ Published with the approval of the Director of the Budget.

have been reached before May 1, 1945; unmarried, and agree to remain unmarried until course is completed; graduates of high school; have single credits in algebra, plane geometry, physics, and three credits in English; be physically sound.

Enlisted men may apply for this training to their commanding officers. A transcript of high school and college credits should accompany the applications. In the case of men outside the continental limits of the United States, Headquarters will request the transcripts of credit as soon as information is furnished by the applicants as to the high schools or colleges attended. All applications should reach Headquarters not later than June 15, 1944.

Enlisted men who qualify for the training will be expected to agree to accept reduction in rating to seaman, second class, in which rating they will undergo training. If they are disenrolled during the training for any reason, they will resume their regular status.

LIEUT. THOMAS P. FOWLER DIES AT WASHINGTON

Lt. Thomas P. Fowler, U. S. C. G. (Retired), died at Washington, D. C., on February 21, at the age of 66. Funeral services were held in the Fort Myer Chapel and were followed by interment in the Arlington National Cemetery.

Lieutenant Fowler became associated with the Coast Guard in 1939, at the time of the consolidation of the Lighthouse Service with that organization. With wide experience in the marine engineering field, he was tendered a commission as lieutenant in the Coast Guard and attached to the marine engineering section at Headquarters, where he remained until his retirement in 1941, after 36 years in Government service.

Entering the Lighthouse Service in 1905 as a first assistant engineer, he served in that capacity and later as chief engineer on various lighthouse tenders operating in the Gulf of Mexico, along the Atlantic coast, and on the Great Lakes. In 1913, he was detached from sea service and assigned as a superintendent of construction in the Lighthouse Service.

In this capacity, Lieutenant Fowler served at various shipyards on the Atlantic Coast, the Great Lakes, the Western rivers, and the Pacific coast. During this time, he supervised the construction of 21 lighthouse tenders, among them the tenders *Wakerobin*,

Hickory, *Hemlock*, and *Hollyhock*, and 14 lightships including No. 112 (*Nantucket*) the largest lightship in the service.

DEMONSTRATION CENTERS FOR VETERANS ESTABLISHED IN SEVEN CITIES

For the purpose of developing programs and procedures for the complete counseling of veterans as to employment, rehabilitation, and claims, the War Manpower Commission has recently established seven Veterans' Demonstration Centers. Each Demonstration Center will be staffed by appropriate counselors, representatives of the Veterans' Administration, and representatives of the American Red Cross.

Upon the experience developed in these first centers will be built the program for similar work throughout the United States to provide a counseling service within comparatively easy reach of any veteran.

The seven Demonstration Centers are located in the following cities: Denver, Colo.; Houston, Tex.; Los Angeles, Calif.; Minneapolis, Minn.; New Haven, Conn.; Philadelphia, Pa.; and St. Louis, Mo.

ACADEMY'S RESERVE OFFICER TRAINING COURSE TO BE DISCONTINUED

With the graduation of the present class of Reserve cadets now undergoing 4 months' training at the Coast Guard Academy, New London, Conn., the Coast Guard will discontinue the Reserve Officers' training course. By the end of June 1944 the service expects to have almost reached its total authorized officer strength, obviating the need for this special course.

Should the needs of the service make it necessary in the future to reestablish the Reserve Officers' training course, appropriate announcement will be made and applications accepted. No applications, presently on file at Headquarters, will be considered if any future classes are convened.

The Reserve Officers' training course was inaugurated at the Coast Guard Academy, under provisions of the act of February 10, 1941, which provided for the establishment of the Coast Guard Reserve. The first class of 200 men began the 4 months' training course in February 1942. Candidates successfully completing the course are given commissions as ensign in the Coast Guard Reserve and placed on active duty.

APPLICATIONS FOR FLIGHT TRAINING NOW BEING ACCEPTED

Officers who are interested in flight training may now submit applications for such training to Coast Guard Headquarters. Applications should be expedited since none will be considered after May 1, 1944. All applications previously submitted by Reserve officers have been canceled and such officers, if still interested, should submit new ones.

Reserve officers and officers of the Regular Establishment except Academy graduates in the ranks of ensign and lieutenant junior grade may apply provided they meet the necessary requirements.

Applicants must not have reached the age of 25 before April 1, 1944. They must pass a rigid flight physical examination which will be made by regular flight examiners who are stationed at various points throughout the country. A copy of the flight physical examination and the commanding officer's recommendation must accompany each application. However, if a flight physical examination has been submitted to Headquarters since November 1, 1943, such will be considered as adequate.

THREE NEW CUTTERS PLACED IN COMMISSION

The 180-foot tender class cutters *Blackhaw* and *Salvia* were accepted by the Coast Guard and placed in commission on February 18 and 19 respectively. The *Blackhaw* was built by the Marine Iron and Shipbuilding Co. and the *Salvia* by the Zenith Dredge Co. Both companies are located at Duluth, Minn.

On March 1, the 110-foot harbor class cutter *Mohican* was accepted by the Coast Guard and placed in commission. The *Mohican* was built at the yard of Ira S. Bushey and Sons, Brooklyn, N. Y.

TENDER CLASS CUTTER "IRIS" LAUNCHED AT DULUTH

The 180-foot tender class cutter *Iris* was launched at the yard of the Zenith Dredge Co., of Duluth, Minn., on March 10. Mrs. Robert Ritter, of Duluth, wife of Ensign Ritter of the Duluth regiment of the Volunteer Port Security Force of the Coast Guard, acted as sponsor at the ceremonies.

An earlier lighthouse tender of this same name was the single-screw steamer built in 1897 and operated for many years on Delaware Bay and the Delaware River. This vessel was sold in 1934.

EMERGENCY REGULATIONS NOW READY FOR DISTRIBUTION IN PAMPHLET FORM

The emergency regulations for merchant shipping prescribed by the Coast Guard and previously published in the Federal Register and the COAST GUARD BULLETIN, have now been issued in pamphlet form for the first time. Entitled "Regulations Applicable to Certain Vessels and Shipping During Emergency," the new pamphlet is dated December 1943, and contains all the emergency regulations as promulgated and amended, including all the amendments published in the Federal Register through December 22, 1943.

The most recent publication of these regulations was in the December 1942 issue of the COAST GUARD BULLETIN, with amendments appearing from time to time in subsequent issues of this same bulletin.

The emergency regulations deal with material and personnel matters concerning inspected merchant vessels and are supplemental or additional to the various classes of general rules and regulations, including the regulations for tank vessels.

BALTIMORE PORT SECURITY REGIMENT CELEBRATES FIRST ANNIVERSARY

The first anniversary of the establishment of the Baltimore regiment of the Volunteer Port Security Force of the United States Coast Guard, was celebrated on March 15, Gov. Herbert R. O'Connor of Maryland proclaiming this Volunteer Port Security Force Day.

As part of the celebration, a luncheon for the Port Security Force personnel was held at the Advertising Club. Guests of honor at the luncheon included Rear Admiral Joseph F. Farley, Assistant Chief Operations Officer at Coast Guard Headquarters; Capt. Arnaud C. Marts, Chief of the Temporary Reserve Division at Coast Guard Headquarters, and Commander C. H. Abel, Captain of the Port of Baltimore, as well as high ranking Army, Navy, and Marine Corps officers.

The Baltimore regiment now consists of approximately 1,500 volunteers, all of whom have been enrolled as members of the Temporary Reserve of the Coast Guard. Headed by Commander Howard A. Kelly, the regiment has been performing many important functions on the Baltimore waterfront under the direction of the Captain of the Port. There are also 125 women members of the regiment performing secretarial and clerical duties.

AIR PATROL DETACHMENT TO ASSIST IN OPENING OF GREAT LAKES

To assist in the early opening of navigation on the Great Lakes this spring and thus expedite the movement of war materials, the Coast Guard will operate an air patrol detachment which will be used in conjunction with icebreaking cutters of the service. The detachment, consisting of two planes, will be based at Traverse City, Mich., and will be under the supervision of the District Coast Guard Officer, Cleveland, Ninth Naval District.

The aircraft will be assigned the important task of making daily reconnaissance flights to obtain information as to the position, thickness, and movement of the ice. This information, coordinated with a large number of daily reports from shore stations and from light-houses, will be of material assistance in sending the icebreaking ships to strategic points.

UNASSIGNED STATUS AUTHORIZED IN THE TEMPORARY RESERVE

Temporary members of the Coast Guard Reserve will no longer be disenrolled because of a lack of an immediate need for their services. They will now be placed in an unassigned status subject to reassignment to commence active duty if and when a need for their further services arises.

This step has been taken by the Coast Guard to provide for possible changes which may lessen or suspend the need, from time to time, for the services of some temporary members whose duties are of a volunteer character and who are receiving no pay. By placing them in this status, the potential services of these Temporary Reservists, who have been enrolled and trained for Coast Guard duty, are conserved.

HEROIC OR MERITORIOUS ACTS TO BE RECOGNIZED BY NEW MEDAL

A new medal, the Bronze Star Medal, has recently been established by the President of the United States for award to any member of the Army, Navy, Marine Corps, or Coast Guard who distinguishes himself by heroic or meritorious achievement or service, not involving participation in aerial flight, in connection with military or naval operations against an enemy of the United States.

The new medal will take precedence after the Navy and Marine Corps Medal

and before the Air Medal. The required achievement or service is less than that required for the Silver Star Medal or the Legion of Merit but must nevertheless be accomplished or performed in a manner above that normally to be expected, and sufficient to distinguish the individual among those performing comparable duties.

The Bronze Star Medal may be awarded to recognize minor acts of heroism in actual combat or single acts of merit, or meritorious service either in sustained operational activities against an enemy or in direct support of such operations. No more than one will be issued to any one person, but a Gold Star, in lieu thereof, may be awarded for each succeeding award to the same individual. The Bronze Star Medal or the Gold Star in lieu thereof may be awarded posthumously.

The authority to award these medals to members of the Navy, Marine Corps, and Coast Guard has been delegated to those commanders-in-chief and fleet commanders who now have authority delegated from the Secretary of the Navy to award other decorations.

FIRST VESSEL OF "OWASCO" CLASS LAUNCHED AT COAST GUARD YARD

The cruising cutter *Mendota*, first of 13 vessels of the 255-foot *Owasco* class, was launched at the U. S. Coast Guard Yard, Curtis Bay, Md., on February 29. Mrs. James Pine, wife of Rear Admiral Pine, Superintendent of the Coast Guard Academy, acted as sponsor at the launching ceremonies, which were attended by State and local officials and high ranking officers of the Coast Guard and the other armed services.

Of the 13 vessels to comprise the *Owasco* class, 2 are under construction at the Coast Guard yard, while the remaining 11 will be built by the Western Pipe and Steel Co., San Pedro, Calif. *Owasco* class vessels will have a length of 255 feet, a beam of 43 feet, a draft of 15 feet, and a displacement of approximately 2,000 tons. The vessels will have turbo-electric propulsion, 4,000 horsepower being available in each to turn a single screw.

The *Mendota* is the largest vessel ever to be launched at the Coast Guard yard, the largest previous vessel being the 180-foot tender-class cutter *Ironwood*, which was launched in March and completed in October 1943. Previously the yard had constructed the 110-foot cutters *Manitou* and *Kaw* which were the first cutters ever to be constructed there. They were completed early in 1943 and

have been performing creditably with the Coast Guard fleet.

The keels for the *Mendota* and her sister ship the *Pontchartrain* were laid at the yard on July 5, 1943, with completion of the former expected in September 1944, the latter to follow about a month later. Of the 11 vessels to be built by the Western Pipe and Steel Co., the keels of 6 have been laid and it is expected that all 11 keels will be down by September 1944. Four ships have been scheduled for completion this year with the remainder to be delivered in 1945.

EXAMINATIONS FOR CADET APPOINTMENTS TO BE HELD ON MAY 10

Competitive examinations for appointment as cadets in the Coast Guard Academy will be held on May 10, in principal cities throughout the United States, Hawaii, and Alaska. The examinations will be conducted under the supervision of local Coast Guard units, and of the Civil Service Commission in those localities where Coast Guard facilities do not exist.

This examination is open to physically qualified young men, military or civilian, between the ages of 17 and 22 years. The educational requirements are, in general, those necessary for admission to engineering colleges.

The Coast Guard Academy, which is located at New London, Conn., offers a course of instruction basically scientific and engineering in character, designed to prepare young men for careers in the Coast Guard.

Pay of a cadet while undergoing instruction is \$780 per year, plus an allowance for subsistence. Upon graduation a cadet is eligible for a commission as ensign in the Coast Guard, and a Bachelor of Science degree in engineering.

Detailed requirements for entrance and descriptive information may be obtained by addressing the Commandant, U. S. Coast Guard, Washington, D. C.

MORE THAN 9,000 BUOYS PURCHASED BY COAST GUARD DURING 1943

During the calendar year 1943, a total of 9,127 buoys of all types were purchased by the Coast Guard from private contractors. Almost all of these buoys were used for replacements and original installations off-shore and at advanced bases in connection with the war program.

Of the total number of buoys purchased, 343 were lighted buoys ranging in diameter from 3 to 9 feet, and 8,784

were unlighted buoys of which 25 were sound buoys.

During the past year, work has been continued on a study of buoyage throughout the United States with a view to modernizing and standardizing the numerous types of buoys now in service. This work consisted mainly of improving and modernizing designs, applying welding in place of riveting, and substituting fabricated plate units for castings. As a result, the number of buoy types has been reduced from about 170 before the standardizing program to about 34 modern, standard, buoys approved and adopted by the Coast Guard. Nearly all of the buoys purchased during 1943 were of the standard modernized types.

Experiments were also conducted in the construction of various types of buoys using three varieties of basic plastic materials in place of steel. Two hundred of these plastic buoys were purchased by the Coast Guard and are now established in nearly all districts where they are kept under careful observation.

COAST GUARD PERSONNEL GET CITATIONS FOR ITALIAN CAMPAIGN

Among the more outstanding awards to Coast Guard personnel during the past month were the following:

The Legion of Merit to Capt. Merlin O'Neill for outstanding service during the invasion of Sicily. The citation accompanying the award read:

For exceptionally meritorious conduct in the performance of outstanding services in the amphibious invasion of the Island of Sicily as commanding officer of a transport.

Captain O'Neill, by careful preparation, outstanding professional skill, and cool and energetic leadership under fire, effected the landing of embarked troops and equipment in such a manner as to contribute greatly to the success of the assault. He ably fought his ship, during enemy bombing attacks, and, upon completion of operations, retired from the combat area without any damage to his ship.

The extraordinary ability and outstanding devotion to duty displayed by Captain O'Neill reflected great credit upon himself and the Naval Service.

The Legion of Merit to Lt. (j. g.) Warren Calavan Gill for outstanding services in training and leading an assault group during the invasion of Sicily. The citation accompanying the award read:

For exceptionally meritorious conduct in the performance of outstanding service in the preassault training of officers and men for small boat operations, and as commander of an assault force during the assault on the Island of Sicily.

Lieutenant (j. g.) Gill, U. S. Coast Guard Reserve, by untiring effort and enthusiasm inspired in the small boat flotillas a spirit of willingness and determination that was

largely responsible for their success. He gave freely of his expert knowledge and experience and led the initial attack wave on the Salsco Beach.

His conduct and spirit were in keeping with the highest traditions of the Naval Service.

The Silver Star Medal to Lt. Fred W. Nirschel for outstanding service in the South Pacific area. The citation accompanying the award read:

For conspicuous gallantry and intrepidity in action as a member of a reconnaissance patrol on an enemy held island in the South Pacific area during the latter part of 1943. . . . The mission, requiring the utmost skill, intelligence and resourcefulness, was accomplished with complete success, and Lieutenant Nirschel's performance of duty throughout was in keeping with the highest traditions of the United States Naval Service.

The Silver Star Medal to Alvin Kenneth Anderson, Boatswain's Mate, Second Class, for gallantry in action during the amphibious assault at Salerno, Italy. The citation accompanying the award read:

For conspicuous gallantry and intrepidity as a coxswain while attached to a United States transport during the amphibious assault at Salerno, Italy, on September 9, 1943. Undaunted in the face of extreme hazards, Anderson proceeded through enemy-mined waters to an assigned position close offshore and, maintaining this station for 3 hours under sustained enemy fire while an accurate range was lighted, assisted in guiding the assault waves to the heavily defended beach. Anderson's exceptional courage and unwavering devotion to the accomplishment of a dangerous and important mission were in keeping with the highest traditions of the United States Naval Service.

The Navy and Marine Corps Medal to Forrest D. Tillett, Coxswain, for heroism at a port in Algeria. The citation accompanying the award read:

For distinguishing himself by heroism while attached to a transport in rescuing from the waters of the harbor of Arzew, Algeria, John Hansford Seacrist, Seaman First Class, on November 9, 1943.

While waiting at the liberty landing barge in Arzew, Algeria, Tillett, observing that a man had fallen overboard and could not swim, dived into the swiftly moving waters of the harbor and swam to his rescue. After many trying minutes in the water, he succeeded in placing the unconscious and apparently drowned man on the after deck of a small landing craft and applied artificial respiration relentlessly for a period of 90 minutes. Subsequently a boat arrived and took Seacrist aboard ship. During the ensuing trip to the ship, Tillett, in spite of his own weak condition, again rendered artificial respiration, which undoubtedly saved the man's life.

The extraordinary heroism, decisive action and courage displayed by Forrest D. Tillett, Coxswain, U. S. Coast Guard, were in keeping with the highest traditions of the Naval Service.

CHARLES C. BRUSH RETIRES

Mr. Charles C. Brush, a marine engineer in the engineering department at Coast Guard Headquarters, will retire on April 30 after 27 years in the Govern-

ment service. A veteran employee of the Lighthouse Service, Mr. Brush became associated with the Coast Guard in 1939, at the time of the consolidation of the Lighthouse Service with the Coast Guard.

Mr. Brush entered the Government service in 1917, when he accepted a position as ship draftsman in the Bureau of Lighthouses at Washington, D. C. After 6 years as chief draftsman, he became the assistant to the chief constructor and held this position for 10 years. In 1934, he was appointed Superintendent of the First Lighthouse District with headquarters at Portland, Maine. He returned to the Bureau at Washington in 1937, to become Chief of the Marine Division, which position he held until he became affiliated with the Coast Guard.

Mr. Brush began his engineering career at the age of 18, when he became an apprentice in the Neafie and Levy Shipbuilding Co. There he received instruction in the engine and hull divisions. Upon graduation in 1901, he was hired as a hull draftsman by the company, and soon became chief of the hull division. During his service with the company, he was identified with the design and construction of 103 vessels including 3 torpedo boat destroyers and 2 cruisers.

He left the company in 1907 to establish his own business and for the next 10 years did miscellaneous engineering and repair work, mainly in connection with textile spinning, printing, and packing house machinery. He also did work in connection with refrigeration, candy, and ice cream manufacturing machinery.

In 1917, he gave up this work, sold his business, and accepted the position with the Bureau of Lighthouses where he was assigned to reorganize and build up a marine design division. Under his direction the Lightships 103, 105, 106, 107, 108, 109, 110, and 111, and the Lighthouse Tenders *Oak*, *Hawthorne*, *Violet*, and *Greenbrier* were designed. Some of these vessels are still outstanding in their excellence of design.

NEW LIFEBOAT LOG BOOK TO GATHER DATA ON ABANDON SHIP EXPERIENCES

For the purpose of obtaining pertinent information from survivors on the circumstances surrounding the abandonment of merchant vessels and subsequent experiences in lifeboats or life rafts, the Coast Guard is now distributing a pamphlet entitled "Log Book and Certain Information for Use in Lifeboats and Life Rafts." It is hoped that

the information obtained will be helpful in the guidance of crews in future emergencies and in improving the various items of safety and emergency equipment used.

An initial supply of this publication has been forwarded to all District Coast Guard Officers and the Officers in Charge, Marine Inspection. These officers will supervise the distribution to ship owners and operators and lifeboat and life raft builders, etc., so that one log book will be furnished and kept in each lifeboat or life raft now used or to be used on ocean and coastwise vessels.

The log book is printed on waterproof paper with a soft cover, and has been punched in order that a pencil may be attached to it. It will be necessary for the company to whom the log book is furnished to supply an indelible lead pencil for use with the book. It is recommended that the log book be kept in a metal chart container or placed in one of the provision containers.

Thus far, the use of this log book has not been made a mandatory requirement by regulation, and failure to use it by survivors will not be a punishable offense. However, it is believed that survivors will make use of the book if it is provided.

COMPLETE LIST OF PRINTED FORMS PUBLISHED

To provide a complete, comprehensive, and up-to-date list of all printed forms used by Coast Guard units, Headquarters has recently published a pamphlet entitled "United States Coast Guard Catalogue of Forms." The catalogue lists all forms in numerical order as well as alphabetically by title.

In addition to those forms developed by the Coast Guard for its exclusive use, the catalogue lists the standard forms used throughout the Government, various Civil Service forms, and many Navy Department forms.

ESTABLISHMENT OF BRANCH OFFICES TO EXPEDITE PENSION PAYMENTS

To expedite the initial adjudication of claims for disability pensions for members of the military services, the Veterans' Administration has established a branch office in each of the nine Army Service Command areas. With these branch offices in operation, it is expected that the lapse of time between the date of discharge and the date of payment of pension will be materially reduced.

Enlisted personnel who are discharged from the Coast Guard for disability and

who are entitled to pension benefits, should submit applications to one of these branch offices at the time of their discharge to insure prompt action. The branch offices will adjudicate initially all claims for disability pension filed by World War II veterans who are discharged for disability and make application at time of discharge.

The nine Veterans' Administration Area Offices that have been set up within the various Army Service Commands are located in Boston, New York, Baltimore, Atlanta, Columbus, Chicago, St. Louis, Dallas, and San Francisco.

CHANGE IN PILOT RULES TO AFFECT TOWS OPERATING ON INLAND WATERS

Changes in the pilot rules governing the lights to be carried on tows of barges, canal boats, and scows, on the inland waters of the United States, to become effective April 1, have just been announced by Coast Guard Headquarters. These changes, approved by the Merchant Marine Council, on January 27, affect section 312.16 of the "Pilot Rules for Certain Inland Waters of the Atlantic and Pacific Coasts and of the Coast of the Gulf of Mexico." This section does not apply to the Hudson River and adjacent waters and Lake Champlain.

The new rule clarifies the requirements as to the number of lights to be carried on the stern of a single towed vessel. Where there was some ambiguity in the old rules, the new rule makes it clear that such a vessel must carry two white lights on her stern as in the case of the last towed vessel in a tandem tow. The observance of the rule insures that every tow operating thereunder will show from the after end two white lights in a horizontal line, regardless of the number of vessels in the tow or their grouping, except in the case of vessels placed alongside of or ahead of the towboat.

The provision that an appropriate side light must be placed on the outer side of a barge or canal boat towed alongside the tug if such vessel were high enough to obscure the side light of the tugboat, has now been extended to apply also to scows towed alongside.

The other changes in the rule are for the purpose of placing barges, canal boats, and scows all in one category if the tow is being propelled by pushing. Where formerly a scow being pushed was required to carry a white light on the bow and stern, under the present rule such a scow carries only red and green side lights as does a barge.

No change is made in the lights required for scows being towed astern.

